

**Amendments to the Specification:**

Please add the following paragraph on page 1, after the Title:

RELATED APPLICATIONS

This application claims priority in PCT International Application No. PCT/EP2004/003273, filed March 27, 2004, and German Application No. DE 103 15 402.7, filed on April 4, 2003, the disclosures of which are incorporated herein by reference.

Please insert the following Headings in their indicated positions:

"BACKGROUND OF THE INVENTION" (before the first paragraph on page 1)

"1. Field of the Invention" (before the first paragraph on page 1)

"2. Description of the Related Art" (before the second paragraph on page 1)

"SUMMARY OF THE INVENTION" (before the first full paragraph on page 3)

"BRIEF DESCRIPTION OF THE DRAWINGS" (before the last paragraph on page 8)

"DESCRIPTION OF THE INVENTION" (before the first paragraph on page 9)

The first paragraph on page 1 has been amended as follows:

**[0001]** The invention relates to a drive train system ~~having, in detail, the features taken from the preamble of claim 1;~~ It ~~The~~ invention further relates to a method for optimizing the power supply for a cooling system for cooling at least one assembly of a drive train system.

The last paragraph on page 20 has been amended as follows:

**[0038]** Figure 6 illustrates, in a schematically simplified depiction, a further development according to Figure 2, in which here is arranged in the coolant circuit an additional coolant circulating pump 46, which can be driven by way of a controllable or regulatable clutch 45 of any construction. Said pump is further coupled to the driving engine 2 by way of a speed/torque converter 47 in the form of a spur wheel set 48. This solution offers the advantage of a free adjustability of the supplied quantity of the coolant circulating pump 46, independent of the speed (rpm) of the driving engine 2.—~~This~~

The abstract has been replaced with the following abstract:

A drive train system having a driving engine that has a cooling system for cooling the driving engine is provided. The cooling system has a coolant circuit, a cooling device, and a fan that is associated with the cooling device and that is in driveline connection with the driving engine. A controllable or regulatable clutch is arranged between the driving engine and the fan. The clutch is a hydrodynamic clutch having a primary wheel and a secondary wheel, which jointly form a working

chamber that can be filled with a working fluid, and is provided with a working fluid supply system associated with the clutch and with means for influencing the transmission behavior of the hydrodynamic clutch.